

## COMPTROLLER ASKS AID FOR RAILROADS

Federal Official Issues Statement to Back Up Rate Advance Plea.

### TO RESTORE CONFIDENCE

Broad Hint to I. C. C. as to What Administration Expects During War.

Special Dispatch to THE SUN.  
WASHINGTON, Nov. 5.—A pointed suggestion to the Interstate Commerce Commission that it should go to the rescue of the railroads at once to restore confidence in their securities and thereby steady the general security market was made in a public statement issued today by John Skelton Williams, Comptroller of the Currency.

The unusual character of the statement, emanating as it did from one of the Government's chief financial officers just as the commission had begun its hearings, was the subject of much comment. Treasury officials have been watching closely the developments in the security market, and Mr. Williams's utterances are known to have been prompted partly by today's renewal of the decline in which high grade railroad securities have been conspicuous.

It is believed that the Comptroller would not have taken such an unprecedented course without consulting either Secretary McAdoo or the President, with both of whom he enjoys close relations. There was a disposition therefore to regard the Comptroller's statements as a pretty broad hint from the Administration as to what is expected of the commission in the midst of the nation's war activities. Also there was evidence of a desire here to see the present slump checked.

Following is the Comptroller's statement:

"When the railroads shall have laid frankly before the commission the facts and figures which will show no conclusively the extent to which the rates now in force are insufficient to maintain the credit of the roads and to enable them to perform efficiently their public functions under the present unusual and extraordinary conditions, we have no right to doubt that the decision which the commission will reach will be one which its superior knowledge and painstaking study of the whole situation will in every way justify and that the relief needed will be promptly accorded."

"If a way cannot be found now to reduce promptly the prices of materials and the cost of labor to a normal basis, and this for the present is hopeless, it seems clear on the facts before us that a revision and modification of the fabric of rates to meet the new conditions has become imperative."

"If the relief which is manifestly required at this time is granted I believe that confidence in our railroad securities will be revived and a basis established for new financing and for proceeding with new development and construction work which is now so greatly needed. The beneficent influence and effect of such action would be felt instantly throughout the entire country."

**Fined \$5,000,000 by Germans.**  
LONDON, Nov. 5.—A despatch to the Exchange Telegraph from Amsterdam says that, according to a frontier correspondent, the German authorities in Belgium have imposed a fine of 10,000,000 francs (\$5,000,000) on the province of East Flanders because it failed to place 40,000 laborers at the disposal of the Germans by November 1.

## RAILWAY SECRETS OPEN TO U. S. PROBE

Supreme Court Upholds Power of Commerce Board.

WASHINGTON, Nov. 5.—The Supreme Court held today that the Interstate Commerce Commission has practically unlimited powers to investigate the activities and expenditures of railroads.

The decision was rendered in the case of President Milton H. Smith and other officials of the Louisville and Nashville Railroad, who contested the commission's authority to require them to answer questions regarding their company's political activities and contributions.

The court decided that a carrier has the right to mould or enlighten public opinion, but that its conduct is open to inquiry.

The opinion is the first definition of the wide powers conferred on the commission by Congress in 1910, which the railroads have always denied. It says flatly that the investigating and supervising powers of the commission extend to all activities of the carriers and to all sums expended by them "which could affect in any way their benefit or burden as agents of the public."

### FIVE DIE IN \$300,000 FIRE.

German Agents Suspected of New Kensington, Pa., Disaster.

NEW KENSINGTON, Pa., Nov. 5.—Five men are known to have been killed, search is being made for the bodies of two others believed to have met death, another is reported dying and forty-seven workmen were burned, seventeen seriously, in the \$300,000 explosion and fire which destroyed the bronze powder plant of the United States Aluminum Company, a subsidiary of the Aluminum Company of America, here today.

R. A. Hunt, general superintendent of the plant, in a statement issued tonight, said:

"There is a possibility German agents are responsible for the fire. An investigation is under way."

The plant destroyed, employing about 3,000 men, is said to have been engaged in the making of materials for liquid fire for an allied Government. For this reason it was impossible to fight the flames with water and the only recourse was the use of sand.

Fire was discovered in the plant shortly before 8 o'clock this morning. Five explosions followed in rapid succession, wrecking the powder plant and damaging the plant of the American Sheet and Tin Plate Company near by. Some damage was done to residences in the town of Parnassus, one mile distant. Fearing other explosions, all employees of the company were ordered out of the plant and the 800 employees of the Tin Plate company were dismissed for the day.

### Big Service Flag for Active Life.

HARTFORD, Nov. 5.—A service flag, 32x 11 feet and containing 545 stars, flew from the flagpole in front of the home office building of the Mutual Life Insurance Company and affiliated companies in Hartford. Somewhere among the hundreds of stars is one for the president of the company, Morgan G. Bulkeley, Jr., Captain of former Troop B, which is now Company B, 101st Machine Gun Battalion, and one for Rawdon W. Myers, Captain of former Troop L, now Company L, 101st Machine Gun Battalion.

## ACROSS CONTINENT RATES ARE PROBED

Inquiry Begins Here Into the Merits of Schedule Prepared by Railroads.

Testimony was taken yesterday before Henry Thurler, attorney-examiner of the Interstate Commerce Commission, in the first of a series of hearings arranged by that commission to be held in this city, Chicago and Portland, Ore., to determine the merits of the revised transcontinental freight rates prepared by the railroads to comply with the commission's order of last June embracing the readjustment of Pacific coast water point rates to conform more fairly with the rates to intermediate cities.

The purpose of these hearings is to obtain the testimony of shippers in what the commission with a clear understanding of the conditions in relation to every commodity. Hereafter the rates have been considered collectively and it is generally acknowledged that in some cases they have been too high and in others too low.

H. G. Toll, a member of the Transcontinental Freight Bureau's tariff committee, was the first witness. He explained in considerable detail the rates which the carriers have proposed on their understanding of the commission's order. It is planned to leave in effect the present rates from the Missouri River to Intermountain territory, gradually increasing from Chicago 15 cents higher from Pittsburgh 25 cents higher and from New York 35 cents higher. It is also proposed to cancel all less than carload commodity rates from the new tariff, leaving the reasonable class rates to apply.

This met with opposition by shippers and others. C. L. Hillary, traffic manager for the C. & N. W. Woolworth company, read a statement to the effect that the abolishing of less than carload rates would deprive the consumer of every aid to the Government in winning the war.

"The rights of railroad security owners should also be protected so that they in turn will be relieved of anxiety on account of their investments and be able to devote their energies toward supporting the Government both financially and in other ways."

Mr. Smith's Appeal.  
President Smith of the New York Central told the commission that the railroads could not be expected to do what the Government itself had been unable to accomplish—keep wages and prices down to pre-war levels.

"The railroad situation is serious," he said.

**ERIE RAILROAD  
IMPROVED TRAIN SERVICE**  
Effective Nov. 11, 1917

**Train No. 7  
To CHICAGO**  
Lv. West 23d St., 12:00 Mid.  
Chambers St., 12:15 A. M.  
Jersey City, 12:40 A. M.

**Drawing Room Sleepers**  
(Open at Jersey City 9:30 P. M.)  
Serving  
Binghamton Corning  
Elmira  
Chicago  
and intermediate points  
DINING CAR

**OTHER MINOR  
TIME TABLE CHANGES**

## SHIPPERS SUPPORT RATE ADVANCE PLEA

Continued from First Page.

creasing expenses, of diminishing net operating income, of deferred maintenance, of lack of present facilities and ability to provide future ones."

In summing up the needs for the present increases in operating income Mr. Rea set forth:

"The railroads are going concerns and must be operated and maintained upon a progressive basis. They are a vital factor in winning the war directly by the service rendered, the Government in the transportation of men and material and also by serving the shipper who is serving the Government. If this transportation machine breaks down through inability to secure efficient labor by reason of inadequate wage rates it has a direct bearing upon the successful termination of the war."

Howard Elliott of the New Haven road supported in similar terms the demands of the lines. In the case of his own line he produced figures showing increases in fuel charge of more than 11 per cent, within the last year and a wage increase of more than 8 per cent. Such increases, very general through the Eastern territory, presented the crux of the railway argument in favor of more generous treatment at the hands of the commission.

"Increased rates are asked not only as an economic right but because of conditions prevailing in this section of the country, and most especially as a war measure. Railroad owners and managers should not be harassed during this war in attempting to curtail necessary expenses for the purpose of keeping the property solvent, but should be made secure on that score as to devote all of their time and energies to increasing the efficiency of their property and giving every aid to the Government in winning the war."

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The measure, which prohibited persons of either race moving into blocks in which a majority of residents were of the opposite color, is similar to ordinances now in effect in St. Louis, Baltimore, Richmond and many other Southern cities.

Such laws, the court decided, would not prevent the amalgamation of the races, as was claimed by the Louisville authorities, or prevent race conflicts.

"Desirable as this is important as is the preservation of the public peace," said the opinion, "this aim cannot be accomplished by laws or ordinances which deny rights created or protected by the Federal Constitution."

Laws providing for the separation of races in public conveyances and in the public schools where equal privileges are given, the court pointed out, have been upheld, but it asserted that such legislation must have limitations and cannot be sustained where the exercise of authority exceeds the restraints of the Constitution.

The court's action was a reversal of the lower court, which held the ordinance to be a reasonable exercise of the State police powers. The ordinance was enacted in 1914 and the case was argued twice in the State Supreme Court.

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Papers of Oklahoma Headquarters Also Are Seized.

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A man giving the name of Herbert Vowell was among those arrested tonight after he had hurled a small bottle of nitroglycerine and fired at an officer. The bottle failed to explode and the bullet missed. Vowell was shot in the leg and surrendered.

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